

COMO-HARRIET OPENING, MAY 19



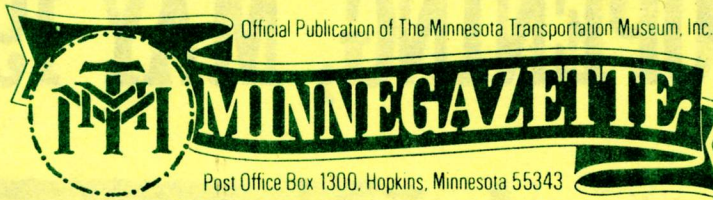
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MINNEGAZETTE

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MAY-JUNE 1974

THE COVER

Nothing is so permanent except change itself --- is personified in this WW I view of Fort Snelling with the famed TCRT double-ended shuttle car on the loop in the background. The Army MP is either instructing the young archer in proper bow technique or scolding him for an errant shot (we good naturedly prefer to assume the former.) The car - long a favorite on the old single track shuttle line - is shown in its original double-ended gate configuration - later rebuilt to the more familiar closed platform style of the late 1930's. Today, the car, rails, turnaround, terminal, buildings, parks and trees have all been replaced - curiously by that which it had, in turn, replaced; the restored old Fort Snelling.

THE PRESIDENT'S MESSAGE:

WE ARE ALL VOLUNTEERS ---

The Minnesota Transportation Museum is held in high regard by the many public, civic and business organizations with which we are associated as an organization that gets things accomplished. What further amazes these people is that we receive no public funding for our various projects and that all of the work and services are performed by volunteers - dedicated but ordinary people like you and me.

During the period of building the Lake Harriet facilities and the beginning of streetcar services the enthusiasm present encouraged active participation by the membership in all aspects of Museum activities. In addition, these activities have served to build Museum membership - both active and non-voting members - which, in turn have increased the pool of volunteers to draw upon for both construction and operation.

This year of 1974 will be a year primarily of consolidation and restoration for the Museum; a year to improve and upgrade that which we have both built and restored. This is also the year when we expand our hours of operation at the Lake Harriet site so as to better serve the public. It is my fervent hope that this brief pause in the physical expansion of the Museum will not cause our basic volunteer spirit to lag. As in the past, the policy of the Museum is that volunteering is the sole decision of the individual member concerned and that there is to be no officious coercing of the member to volunteer. The act of volunteering should be fun and not 'a drag.'

In the weeks ahead you, as a member of the Museum, will be asked to volunteer for operating as well as work crews. I sincerely hope you will join with me in saying "yes" to these requests. If for your own reasons you cannot commit, then say "no." But, however, if you do volunteer you should fulfill your obligation to show up at the designated time, ready for your share of the action, according to your abilities. If for any reason you can't make it, please try to get a substitute or otherwise notify your car or work foreman in suitable time for him to make other arrangements.

In closing I ask you to both volunteer yourself, to encourage people to join our Museum group and also to give financial aid in the form of donations to our colorful and historical cause. Let's make '74 a banner

year for MTM! That to which we now dedicate ourselves, if built solidly and with sincerity, will be a joy and inspiration to both present and future generations.

G.K. Isaacs
President

DATES TO REMEMBER--: (PLEASE MARK YOUR CALENDARS)

SUNDAY MAY 19, 1974---THE COMO-HARRIET STREETCAR LINE reopens for the 1974 season.

The operating schedule through Labor Day will be as follows:

- Wednesday evenings - 6:30 p.m. - until dusk
- Friday evenings - 6:30 p.m. - until dusk
- Saturday afternoon - 3:30 p.m. - until dusk
- Sundays and Holidays 12:30 p.m. - until dusk

After Labor Day, Sept 2, operations will be on Saturdays and Sundays only (until Oct. 6th.).

The Minnehaha Depot

Reopens on Monday (Memorial Day) May 27th and thereafter on Sundays and Holidays from 1 p.m. to 4:30 p.m.

SPRING OF 1974 ----- WE'RE ON OUR WAY!!!

The trees are beginning to bud, the sweet smell of Spring is in the air --- and the MTM is getting into full swing for the '74 operating season at Harriet. Master Mechanic Bob Renz reports the air system on #1300 has been completely overhauled and the venerable car is slated for repainting inside and out before opening. In anticipation of our final northern rail expansion/restoration, 106 rail lengths have already been delivered and 800 cross ties are slated for delivery early this summer; according to MTM operations VP Scott Heiderich. Director John Stein is out scouring the fair Minnesota countryside for the MTM's 3rd proposed new, operating (STEAM,GANG) site. He would appreciate any and all help and suggestions in this endeavor. Frank Sandberg - Traffic VP - is preparing motormen, motorette, conductor and conductorette schedules and arranging charters in advance of the May opener; spic and span operations, post-winter clean-up and sign painting, rail-bonding etc. are all scheduled or in progress also!. In line with this, Mssrs; Sandberg & Heiderich implore members (Twin Cities area personnel particularly) to fill out and return by mail the activities questionnaires recently mailed to them. Also, both ask that members of the Spring crews please adhere to the work schedules which they have committed to. Progress at the C-H site is totally dependant and directly related to the effort each member contributes. The year 1974 should be a year of refinement and consolidation and steady, progressive growth for MTM. Let's all do our part to help make it so.

RIDE THE TROLLEY ----- 1974 POSTER/FLYER!

Included with this issue of your Gazette are a pair of 8½ x 11 bulletin board poster flyers which were recently printed as part of MTM's '74 Como-Harriet promotional effort. During the coming weeks "Ride the Trolley" will be distributed throughout the Twin Cities area to interested organizations and groups. The re-opened Como-Harriet Streetcar line is still young and largely unknown to the bulk of Minnesota residents. Our story must continue to be told! Do your part to bring our story to the public.

Keep a copy of the enclosed bulletin for your memorabilia file if you wish, but post the other (or both) in an area where you feel they are most likely to be seen and read; at work, on the church bulletin board, at the club or other. Let's let them know who we are, where we are and when we operate. Please do it today!

MEMBERSHIP MEETING AT NORTHWESTERN LIFE ON TUESDAY, MAY 14th

The Spring General Membership meeting of the Minnesota Transportation Museum has been scheduled for 8 p.m. on Tuesday, May 14th, 1974 at the Northwestern Life Ins. Building at Washington Ave. & Nicollet Mall. Members and their guests are cordially invited (and encouraged) to attend this session. In addition to our Museum progress report for the first quarter of 1974, a special program on the transit systems of Europe by John Jameson - Director of Transit Development, MTC - is planned.

LIVE A LITTLE - GIVE A LITTLE!

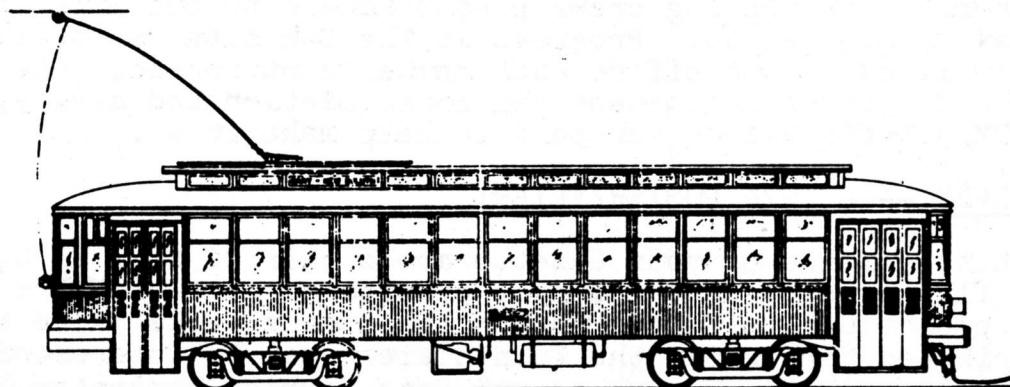
If you've enjoyed this Gazette and the progress we've been able to report, help our projects to continue - through your physical and financial support. Several projects are listed below, if there's one you like, send a check, if your favorite isn't listed, write it in.

1. Museum expansion Fund.
2. Track maintenance and extension
3. Como-Harriet reconstruction & restoration
4. Shop-Work - maintenance and restoration and equipment.
5. General Fund
6. #265 Fund -- please make separate check for this special fund.

All donations are tax deductible for U.S. Income Tax purposes. Send all payments to "Trolley" Box #1300, Hopkins, Minn. 55343

COMING IN THE GAZETTE

- Our antique bus collection on the move!
- The new, 3rd, operating site! (or, there's a Dan Patch in our future!)
- New color postcards - Wildwood brochures issued



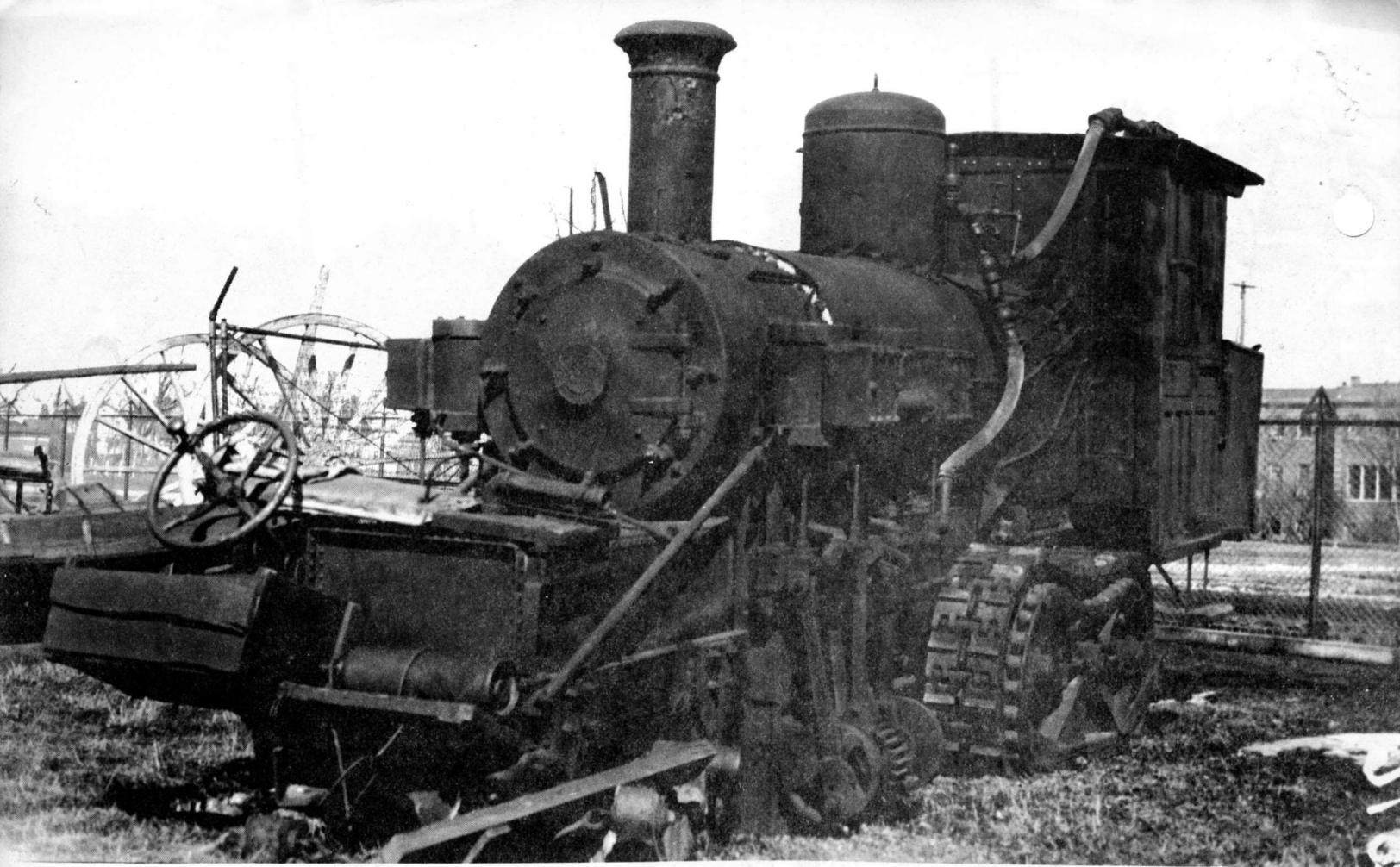


Scene along the 44th Street right-of-way of the Como-Harriet line circa 1954 - two decades ago. The steel-side TCRT standard is Westbound at Drew Ave. So. Several blocks east of this point today's reopened Como-Harriet line operates to perpetuate the memory of the now vanished Twin Cities electric Railway system. Curiously, most of this old route is still intact and extension from our present Linden Hills terminal West has been frequently proposed. The area is known as 'trolley town' affectionately so named by the 44th Street merchants who have been great boosters of #1300.

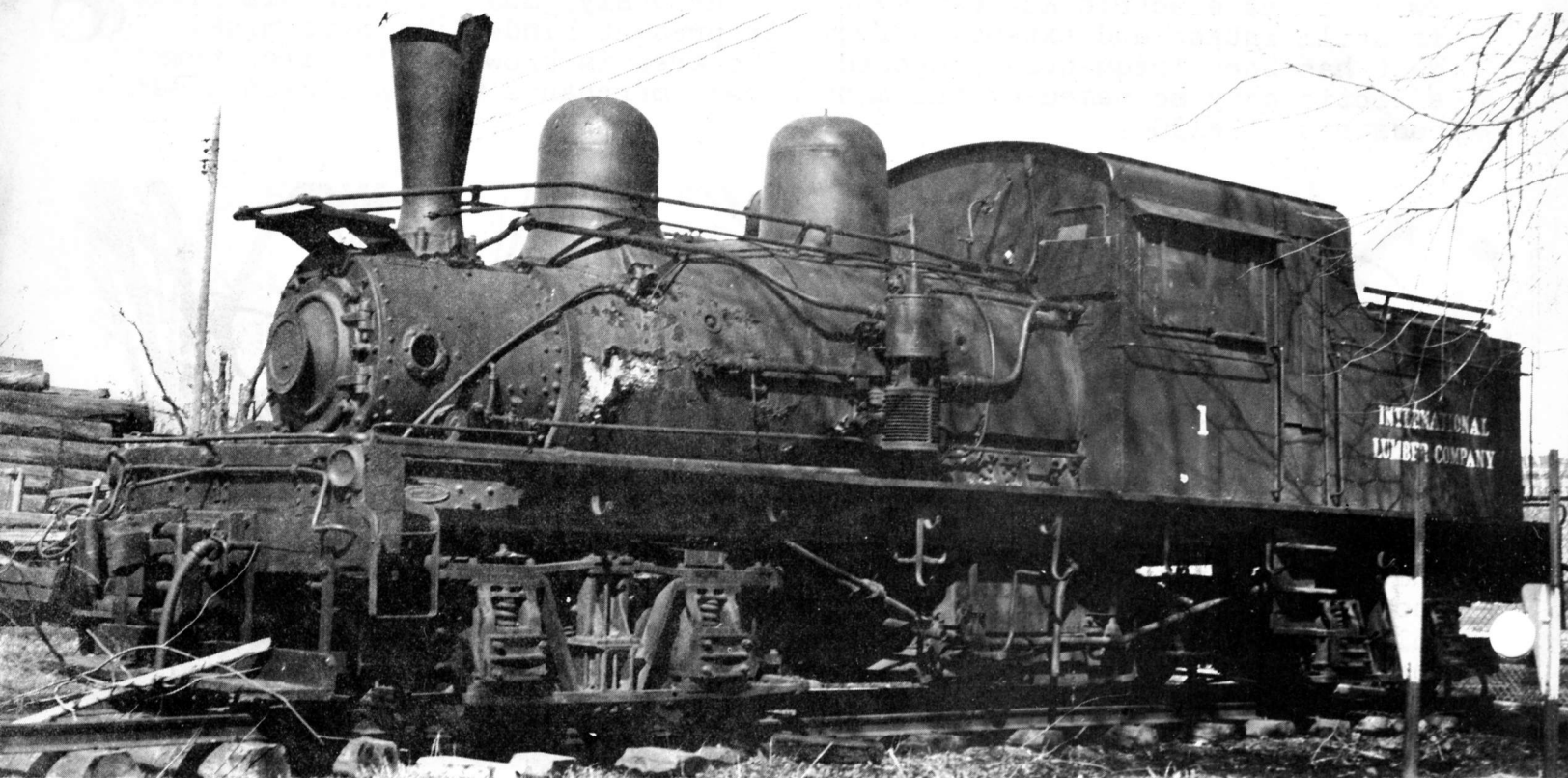


RIGHT: Recent scene along the Como-Harriet - spring '74 and 20 years after the above pix - shows MTM volunteers receiving a quantity of incoming rail for the proposed new northern track extension.





What ever happened to Dept: The International Lumber Co's #1 spot - a geared Shay Locomotive (below) and the Phoenix steamhauler (above) which reposed at the Minnesota State Fair's Lumbering exhibit during the 1940's? Classic Minnesota deep woods vehicles they would be welcome indeed in the MTM collection today.





MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!